



CABINET – 14 SEPTEMBER 2018

**LOWER CHURCH STREET AND SOUTH STREET, ASHBY DE LA
ZOUCH**
PERMIT PARKING AND RELOCATION OF NO ENTRY SCHEME

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to seek approval for the implementation of a permit parking Traffic Regulation Order (TRO) for Lower Church Street and South Street, Ashby de la Zouch. The TRO would put in place a permit parking scheme for local residents and businesses and, as part of this, the relocation of the 'no entry' point would extend the one-way system on South Street.

Recommendation

2. It is recommended that the Traffic Regulation Order associated with Lower Church Street and South Street, Ashby de la Zouch, as shown on drawing no.TM4471/T1/1 attached as Appendix A to this report, be approved for implementation.

Reason for Recommendation

3. Existing available on-street parking facilities are limited for the residents and businesses of Lower Church Street; partly due to parking by people visiting the town centre. A permit parking restriction will make parking made available for those who work and live on Lower Church Street.
4. The proposed relocation of the no entry point would remove two-way traffic on South Street, freeing kerbside space for parking and reducing the potential for vehicle collisions.

Timetable for Decisions (including Scrutiny)

5. Subject to the Cabinet's approval, the making and implementation of the TRO will be made within 12 weeks.

Policy Framework and Previous Decisions

6. Since March 2000 approval of minor transport schemes such as this have been delegated to the Director of Environment and Transport, following consultation

with the Cabinet Lead Member for Environment and Transport and subject to the support of the relevant Local Members.

7. The Local Member Mr J Coxon CC has objected to this scheme and indicated that he wished the matter be determined by the Cabinet.

Resource Implications

8. There are no resource implications arising from the recommendations in this report. The estimated cost of processing the TRO is £20,000, which is third-party funded in full. This option is offered to communities where concerns are raised and solutions can be provided but do not meet criteria for funding set out by Leicestershire County Council.

Circulation under the Local Issues Alert Procedure

Mr. J. G. Coxon CC

Officers to Contact

Ann Carruthers
Director, Environment and Transport
Tel: (0116) 305 7000
Email: Ann.Carruthers@leics.gov.uk

Ian Vears
Assistant Director, Environment and Transport
Tel: (0116) 305 7966
Email: Ian.Vears@leics.gov.uk

PART B

Background

9. Several enquiries and requests have been received by the residents of Lower Church Street with regard to the lack of availability of suitable parking and the possibility of residents-only parking. Given the location of Lower Church Street, close to the town centre, visitors to the town have been parking in this area requiring residents to park elsewhere. Therefore, initially, the County Council proposed residents-only parking permit scheme for Lower Church Street.
10. The County Council undertook a formal consultation on this proposal (from 17 November 2017 to 8 December 2018). The feedback received from the consultation was mixed. While the residents were keen for the scheme to be progressed, a number of businesses and one of the local members for Ashby de la Zouch objected due to the fact their ability to park in the vicinity would be severely restricted.
11. In response to the feedback, the County Council amended the proposal to accommodate both the eligible residents and businesses, where previously the scheme was proposed only for residents. As a result, the scheme as shown on drawing TM4471/T1/1 (Appendix A) was proposed.
12. In making TROs the Council has a duty (under the Road Traffic Regulation Act 1984) to secure the expeditious convenient and safe movement of traffic. The recommendation in this report is aimed at improving highway visibility and safety in accordance with this requirement, while managing on street parking.

Consultations

13. This revised scheme was advertised from 16 February 2018 to 9 March 2018 in the local press, to all frontages affected and on the County Council website. Additionally, a notice of the consultation was placed in the vicinity of Lower Church Street and South Street, Ashby de la Zouch.
14. A number of comments were received including 10 objections: -

Consultee	Response	
	General agreement with the proposals/no adverse comments received	Do not support the proposals
Formal consultations with a letter and drawing sent to:		
Mr J Coxon CC		1
Town Council	1	
NW Leics. District Council	1	
Leicestershire Police	1	
East Midlands Ambulance Service	1	
Leics. Fire and Rescue Service	1	
Road Haulage Association	1	
Freight Transport Association	1	
Local residents and affected businesses (100 letters)		9
TOTAL	6	10

Objections and Comments

15. The majority of objections were from local businesses which still thought that the scheme was only for residents. Others objected to the extension of the one-way system due to the impact on surrounding roads such as Market Street and Wood Street.
16. The objections and comments received in response to the consultation and the detailed officer responses are set out in Appendix B to this report and a summary is given below: -
- The scheme is only for local residents
The proposals have changed in response to initial feedback - it is now a Permit Parking not a Residents' Parking scheme.
 - Extending the one-way system will increase traffic problems on Main Street
The existing car park will provide a safe area for drivers to turn if they are unsure about the new one-way system. There are no approved advanced 'no entry' signs, so the best option to ensure compliance is to reposition the sign. With parking limited to eligible residents/businesses, there will be fewer vehicles.
 - The scheme will set a precedent.
Any requests for residents/permit parking will be considered on a case-by-case basis in line with the criteria.
 - Concern about access to Manor House School
The area outside the School is not included but can be considered as a separate request. Markings/restrictions around the School are in accordance

with others in the County. Protective marking will be added to the delivery entrance but will be advisory only, not enforceable.

- There will be more traffic on Main Street and Lower Church Street and vehicle speeds will increase on the one-way street, a danger to pedestrians.

Relocating the no-entry point for the one-way system will remove the possibility of dangerous manoeuvres and provide a safe and suitable area for vehicles to turn. It is considered that it will reduce the number ignoring the 'no entry'. Speeds will be monitored closely. Traffic going south-west along Wood Street will be travelling fairly slowly due to the bend before Lower Church Street. The location is not suitable for a crossing facility.

- Regular enforcement and extra signs could deal with existing one-way contravention.

Enforcement is difficult, particularly with short one-way systems.

- Insufficient space is allowed for St. Helen's Church, and permit parking opposite the Church entrance is a potential danger.

It is not proposed to create additional parking but to convert existing spaces into permit parking only. The existing parking area on the corner opposite the Church will be retained but not extended. Church access will not change and funeral vehicles will have sufficient space to enter the churchyard. Some visitor parking will be displaced but more parking is available in the South Street car park and additional, limited parking has been recently introduced on Market Street. Parking on the bend of Lower Church Street/Wood Street will be raised with Civil Enforcement Officers.

- Properties with parking will be inconvenienced by more unauthorised parking.

Whilst permit parking will be restricted to those meeting the eligibility criteria, each home/business will receive two permits and will be able to buy additional visitor permits.

- Some properties nearby without parking use Lower Church Street and will no longer be able to do so.

Requests from residents in the vicinity of the scheme area will be assessed and considered for inclusion once the scheme is implemented.

Conclusion

17. The proposed TRO has been designed to create a safe and suitable area for the businesses and residents of Lower Church Street to park. Extending the existing one-way system would address existing contraventions by people seeking to access Market Street and Wood Street, and will provide a safer area for vehicles to turn if necessary. The parking spaces will be utilised to ensure that residents can be accommodated and businesses have the opportunity to park in the area, supporting local economic activity.

Equality and Human Rights Implications

18. There are no equality or human rights implications arising from the recommendations in this report.

Background Papers

None.

Appendices

Appendix A - Drawing no.TM4471/T1/1

Appendix B - Objections/Comments and Officer Responses